

5. PERFORMANCE MEASURES

To track progress towards achieving Plan goals, the City of Alameda and the Vision Zero Task Force identified ten performance measures listed below. In addition, staff will track progress on each of the 55 actions. The action progress tracking table is in Appendix G.

Staff will report on the performance measures and progress on actions annually between five-year Plan

updates. Performance measures can be used by City staff and community members to help keep Alameda on track to meet its Vision Zero goals. The performance measures can also provide insight into which actions are working well and which ones may need adjustment or additional support.

Performance measures to track crashes and injuries

1. Number of injury crashes, by mode
2. Number of severe crashes, by mode
3. Number of people who died in crashes, by mode
4. Number of people who suffered severe injuries, by mode
5. Number of children in crashes and severe crashes
6. Number of older adults in crashes and severe crashes

Performance measures to track street design projects to improve roadway safety

7. Number of safety improvement projects¹⁰
 - a. Percent installed in socially vulnerable areas
 - b. Percent installed along high injury corridors
 - c. Percent installed within 600' of schools

Performance measures to track police enforcement prioritization

8. Percentage of traffic enforcement actions associated with dangerous moving violations, including speeding, reckless driving, failure to yield, and any other moving violations associated with severe crashes as identified through crash analysis.
9. Percentage of traffic enforcement actions along high injury corridors.
10. Traffic stops by race.¹¹



¹⁰ Safety improvement projects will include the number of new high-visibility crosswalks, daylit intersections, curb bulb-outs, rapid rectangular flashing beacons, pedestrian crossing islands, intersections with traffic signal safety improvements, traffic circles, and roundabouts, in addition to miles of new bikeways and roadway reconfigurations. The list can expand to include other Federal Highway Administration proven countermeasures, National Association of City Transportation Officials safety recommendations, or similar.

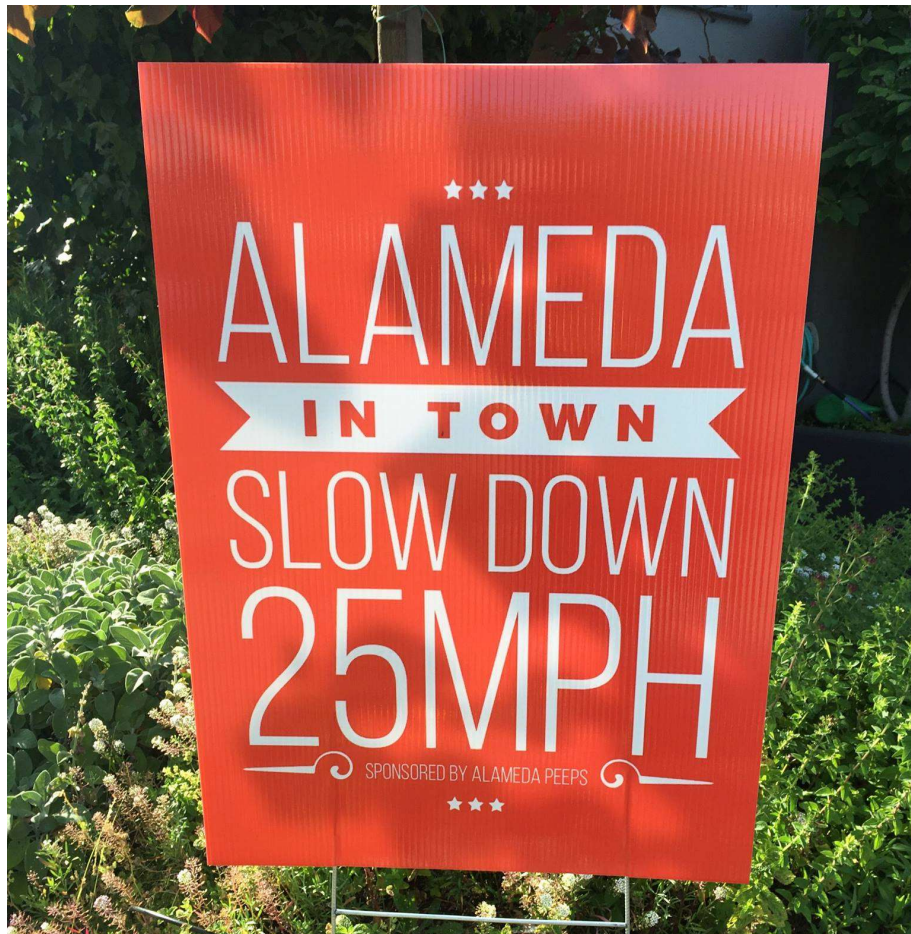
¹¹ The Alameda Police Department will be required to track traffic stops by race beginning in 2022 and the data will be available for tracking in 2023. This effort is part of California's Racial Identity and Profiling Act.

6. NEXT STEPS

City staff, partner implementers, stakeholders, and residents should acknowledge that Vision Zero is a long-term strategy. The City and community have already started acting on shared values of traffic safety, but other Vision Zero communities in the U.S. and around the world have found that improvement may not come quickly and may not be linear. It is critical that the City be held accountable for the outcomes identified in the performance measures, but a full picture of Vision Zero also includes recognition of actions the City is taking to reach the community's desired outcomes.

This Plan provides a framework to keep the City and partners motivated, accountable, and focused on the 19-year goal. Every crash avoided or reduced in severity represents a lifelong benefit to the individual and the community.

Alamedans like you have played an important role in advocating for safer streets and helped encourage the City to adopt a Vision Zero Policy and create this Vision Zero Action Plan. Your continued support and commitment to practicing safe travel behaviors will help make Alameda's streets safer for everyone.



IMPORTANT TERMS

DISADVANTAGED COMMUNITIES

This Plan uses this term broadly to mean communities that are disadvantaged due to racism, ableism, lack of economic resources, or similar.

EQUITY

Equity in the context of Vision Zero includes addressing social disparities in transportation systems. This can mean focusing traffic safety investments in any areas where there's been previous underinvestment related to historical redlining or other systems that segregate cities by income or race.

SOCIALLY VULNERABLE AREAS

For this Plan, this term refers to the map created as part of the social vulnerability assessment of the Alameda Climate Action and Resiliency Plan. It defined socially vulnerable areas according to 12 indicators, including percent of populations or households that are renters, very low income, people of color, and people with disabilities, limited English proficiency, and more.¹² The City will update this map as needed.

VULNERABLE ROAD USER

This refers to people who are physically vulnerable on the road because they have less crash protection than people in motor vehicles. In a crash with a car, people who are walking, wheeling, biking, or using a motorcycle are more likely to die or suffer a severely injury than those in motor vehicles. The degree of vulnerability can be compounded by age (young people or elders) or disability.

WALKING AND WHEELING

This refers to people who walk, use a mobility device (e.g., wheelchair or scooter), or use a skateboard, pedal or electric scooter, roller blades, or other similarly wheeled devices to travel.

HIGH INJURY CORRIDORS

This refers to corridors that were identified during the crash analysis as having a disproportionately high number of fatal and serious injuries. A high injury corridor map was developed by identifying the streets with the highest crash densities and weighting crashes by severity.

SEVERE CRASHES

This refers to crashes that resulted in a death or severe injury, as noted in the police report of the reporting officer.

TRAFFIC CRASH (NOT ACCIDENT)

The term "accident" implies nothing could have been done to prevent the event from happening. Traffic deaths and serious injuries are preventable incidents for which proven solutions exist and so they are crashes or collisions, not accidents

ALL AGES AND ABILITIES

This means streets, intersections and sidewalks are designed to be safe and comfortable for children, seniors, people with disabilities, and other vulnerable road users. Streets that are safe for people of all ages and abilities are safe for everyone.

¹² More information is in Appendix G of the Climate Action and Resiliency Plan: https://www.alamedaca.gov/files/sharedassets/public/public-works/climate-action-page/new-folder/final-carp-9-2019/alameda_carp_final_appendices_091119appendices.pdf



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